

WEBSTER'S  
DICTIONARY.

SIX DOLLARS ONLY.  
AT  
The Hongkong Telegraph  
Office.

# The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES No. 955.

日七廿月五年四十二號光

FRIDAY, JULY 15, 1898.

五

號五十月七英港香

THIRTY DOLLARS  
PER ANNUM.

## Banks.

THE  
YOKOHAMA SPECIE BANK, LIMITED.  
ESTABLISHED 1880.

SUBSCRIBED CAPITAL ..... Yen 12,000,000  
PAID-UP CAPITAL ..... 9,000,000  
RESERVE FUND ..... 6,600,000

Head Office:—YOKOHAMA.

Branches and Agents,  
KOBE NEW YORK  
LONDON LYONS  
SAN FRANCISCO HONOLULU  
BOMBAY SHANGHAI

LONDON BANKERS:—  
THE LONDON JOINT STOCK BANK, LTD.  
PARKS' BANK, LTD.  
THE UNION BANK OF LONDON, LTD.

HONGKONG AGENCY:—INTEREST ALLOWED  
On Current Account at the rate of 2 per cent  
per Annum on the daily balance.  
On fixed deposits for 12 months at 5 per cent.

6 " 4 "

3 " 3 "

S. CHOH  
Agent.

Hongkong, 11th March, 1898. [32]

THE CHARTERED BANK OF INDIA;  
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP ..... £300,000  
RESERVE LIABILITY OF SHARE-  
HOLDERS ..... £300,000  
RESERVE FUND ..... £450,000

INTEREST ALLOWED on CURRENT  
ACCOUNT at the rate of 2 per cent. per  
annum on the Daily Balance.

On Fixed Deposits for 12 months... 4 per cent.

6 " 3 "

3 " 2 "

T. H. WHITEHEAD,  
Manager, Hongkong.

Hongkong, 21st May, 1898. [31]

THE NATIONAL BANK OF CHINA,  
LIMITED.

Authorised Capital ..... £1,000,000  
Paid up Capital ..... £ 324,374

HEAD OFFICE:—HONGKONG.

Court of Directors:—  
D. Gillies, Esq.

J. T. Lauts, Esq. | Chow Tung Shang, Esq.  
Chan Kit Shan, Esq. | Kwan Ho Choo, Esq.  
Chief Manager,  
G. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per cent.  
On Current Account, Daily Balances, 2 per  
cent. per Annum.

Hongkong, 30th November, 1897. [30]

HONGKONG AND SHANGHAI  
BANKING CORPORATION.

PAID-UP CAPITAL ..... £10,000,000  
RESERVE FUND ..... £ 8,000,000  
RESERVE LIABILITY OF PROPRIETORS ..... £10,000,000

COURT OF DIRECTORS:  
Hon. J. J. BELL-IRVING, Chairman.  
R. M. GRAY—Deputy Chairman,  
C. Beurmann, Esq.

David Gubbay, Esq. | R. L. Richardson, Esq.  
A. Haupl, Esq. | P. Siegel, Esq.  
A. McConachie, Esq. | R. Shawan, Esq.  
A. I. Raymond, Esq. | N. A. Silsby, Esq.

CHIEF MANAGER:  
Hongkong—T. JACKSON, Esq.  
MANAGER:  
Shanghai—J. P. Wade Gardner, Esq.  
LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of a per cent.  
per Annum on the daily balance.

INTEREST ON FIXED DEPOSITS:  
For 3 months, 2½ per cent. per Annum.  
For 6 months, 3½ per cent. per Annum.  
For 12 months, 4 per cent. per Annum.  
T. JACKSON,  
Chief Manager.

Hongkong, 20th May, 1898. [16]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted  
by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be  
obtained on application.

INTEREST on deposits is allowed at 3½ PER  
CENT. per annum.

Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on FIXED  
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,  
T. JACKSON,  
Chief Manager.

Hongkong, 1st August, 1895. [10]

IN THE MATTER OF THE COMPANIES  
ORDINANCES 1865 TO 1886  
AND  
IN THE MATTER OF H. G. BROWN & CO.,  
LIMITED.

NOTICE is hereby given that pursuant to  
the COMPANIES ORDINANCES 1865 to 1886 a GENERAL MEETING of the MEM-  
BERS of the above named Company will be  
held at the OFFICES of the Company, No. 27,  
Queen's Road Central, Victoria, Hongkong,  
TO-MORROW, the 16th day of July, 1898 at 12  
o'clock noon for the purpose of laying before such  
meeting an account showing the Assets and deal-  
ings of the undersigned Liquidator of the above  
named Company and the manner in which the  
winding up of the above named Company has  
been conducted since the commencement of such  
winding up and for the purpose of fixing the  
remuneration of the Liquidator and distributing  
the Assets of the Company Among the  
Members.

J. WHEELER,  
Liquidator of  
H. G. BROWN & CO., LTD.  
In Liquidation.

Hongkong, 15th July, 1898. [83]

## Intimations.

PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY.

(1)

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
JAPAN, &c.	Borneo	A. W. Symes, R.N.R.	About 21st July	Freight or Passage.
LONDON, &c.	Ballarat	C. L. W. Field	Noon, 23rd July	Freight or Passage.
JAPAN	Rossia	E. P. Bishop	6 P.M., 23rd July	Freight or Passage.
SHANGHAI	Parramatta	C. F. Preston, R.N.R.	About 23rd July	Freight or Passage.
LONDON	Shanghai	R. A. Peters	About 23rd July	Freight or Passage.
STRaits, &c.	Brindisi	C. H. Watkins, R.N.R.	About 26th July	Freight only.
LONDON	Mesagon	E. G. Andrews	About 29th July	Freight only.

(Passing through the Island Seas).  
(Calling at Colombo if sufficient Inducement offers).

For Further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 13th July, 1898. [5]

D. C. L.

OLD TOM GIN ..... \$7 per doz.  
DRY GIN ..... 7

Owing to our holding sole bottling rights from the DISTILLERS CO., LTD. we are able to offer  
their HIGH-CLASS Gins at above LOW PRICE.

H. PRICE & CO.,  
WINE & SPIRIT MERCHANTS, No. 12, QUEEN'S ROAD CENTRAL.

JUST LANDED.

KUPPER'S PILSENER  
BEER.

The most popular of light Beers: there is never any sediment in KUPPER  
BEER, it is always bright and sparkling.

CALDBECK, MACGREGOR & CO.,  
Sole Agents.

[5]

TRY THE  
CURRY

AT THE HONGKONG HOTEL

THE  
CLUB HOTEL,  
LIMITED.

No. 5-B, BUND, YOKOHAMA.

A FIRST-CLASS HOTEL Centrally situated, well furnished and  
supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all  
Mail Steamers.

Special attention paid to the comfort of Visitors.

E. V. SIOEN, Manager.

[36]

W. POWELL & CO.  
FOR  
BATH BLANKETS,  
BATH GOWNS,  
BATH TOWELS.

Hongkong, 13th July, 1898. [17]

## Intimations.

UNITED ASBESTOS ORIENTAL  
AGENCY, LIMITED.

(1)

SOLE AGENTS IN  
HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS.

FOR THE

UNITED ASBESTOS COMPANY, LIMITED, LONDON,  
CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE  
Best Qualities of ASBESTOS GOODS and PACKINGS.

HYDRAULIC and SELF LUBRICATING PUMP PACKINGS of all kinds.

"VICTOR" METALLIC BOILER JOINTS.

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.

ESTIMATES given for every DESCRIPTION of WORK.

SUPERINTENDENT..... THOS. SKINNER.

DODWELL, CARLILL & CO.,  
Agents.

Hongkong, 2nd March, 1898. [27]

## Insurances.

THE  
STANDARD LIFE ASSURANCE  
COMPANY

has a long record of GOOD SERVICES to  
refer to; its FUNDS, annually increasing,  
amount to £8,086,602 Sterling. The premiums are  
moderate; and all modern features consistent  
with safety have been adopted.

For Particulars and Rates,  
Apply to  
DODWELL, CARLILL & CO.,  
Agents.

Hongkong, 2nd March, 1898. [27]

THE  
NORWICH UNION FIRE INSURANCE  
SOCIETY.

F O U N D E D 1797.

AMOUNT INSURED..... £330,000,000  
LOSSES PAID..... £ 12,350,000  
PREMIUM INCOME..... £ 872,000

The Undersigned, Agents of the above Com-  
pany are prepared to accept RISKS against  
Fire at CURRENT RATES.

DAVID SASSOON, SONS & CO.

Hongkong, 1st July, 1898. [28]

NORTH GERMAN FIRE INSURANCE  
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above  
Company are prepared to accept First  
Class FOREIGN and CHINESE RISKS at  
CURRENT RATES.

SIEMSSSEN & CO.

Hongkong, 28th May, 1895. [18]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY,  
(LIMITED).

CAPITAL, TAELS 600,000  
EQUAL TO £ 833,333-33.  
RESERVE FUND ..... £ 318,000.

BOARD OF DIRECTORS.

LEX SING, Esq. | LO YUEN MOON, Esq.  
LOU TSO SHUN, Esq. |

MANAGER—HO AMEI.

MARINE RISKS on GOODS, &c., taken  
at CURRENT RATES to all parts of the  
World.

HEAD OFFICE, 8 & 9, PRAYA WEST,  
Hongkong, 17th December, 1896. [29]

THE MAN ON INSURANCE COMPANY,  
LIMITED.

CAPITAL SUBSCRIBED ..... £1,000,000  
The above Company is prepared to accept  
MARINE RISKS at CURRENT RATES on GOODS  
&c. Policies granted to all Parts of the world  
payable at any of its Agencies.

CHAU TSEUNG FAT,  
Secretary.

HEAD OFFICE,  
No. 2, QUEEN'S ROAD WEST,  
Hongkong, 26th May, 1894. [30]

Hotels.

I SAY! HERE'S SOMETHING GOOD.  
THE OLD MAN'S ON DECK AGAIN  
AT  
THOMAS'S GRILL ROOMS.

WHAT'S THE MATTER WITH THIS  
TARIFF—

BREAKFAST ..... \$ 0.55  
Tiffin ..... 0.75  
Dinner ..... 1.00  
3 Meals Daily (Monthly Rate) ..... 40.00  
1 Tiffin ..... 1.00  
1 Dinner ..... 20.00  
Tiffin & Dinner ..... 30.00  
Breakfast & Tiffin ..... 25.00  
Breakfast & Dinner ..... 28.00

BEST OF VIANDS SERVED IN THE  
BEST OF STYLES.

J. E. GOODCHILD,  
Manager.

31

WINDSOR HOTEL,  
HONG KONG.

THIS ESTABLISHMENT, situated in the  
elegant Building known as "CONNAUGHT HOUSE", offers First-class Accom-  
modation to Residents and Travellers.  
Passenger Elevator, from Entrance Hall to  
each Floor, in charge of experienced Attendant.  
Favourable Arrangements made

To-day's  
Advertisement.

HONGKONG AND KOWLOON WHARF  
AND GODOWN CO., LIMITED.

NOTICE TO SHAREHOLDERS.

A N INTERIM DIVIDEND at the rate of 3% (ONE DOLLAR and FIFTY CENTS per SHARE) for the 6 Months ending 30th June, 1898, will be PAID to those Persons who are Registered as SHAREHOLDERS in the above Company on the 1st August, 1898.

The TRANSFER BOOKS of the Company will be CLOSED from 25th July to 1st August, both days inclusive.

By Order,

EDWARD OSBORNE,  
Secretary.

Hongkong, 15th July, 1898. [82]

HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LIMITED.

NOTICE TO SHAREHOLDERS.

T HE SIXTY-FOURTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the OFFICE of the Company, No. 18, Bank Buildings, Queen's Road, Central, on TUESDAY, the 2nd August, at 12 o'clock NOON, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th instant to 2nd August, inclusive.

By Order of the Board of Directors.

T. ARNOLD,  
Secretary.

Hongkong, 15th July, 1898. [86]

To-day's  
Advertisement.

NOTICE.

ON and after This Date REGISTERED LETTERS will be accepted at the KOWLOON and WESTERN BRANCHES of the Post Office.

A. M. THOMSON,  
Postmaster General.

General Post Office,  
Hongkong, 15th July, 1898. [87]

Intimations.

DAKIN, CRUICKSHANK &  
COMPANY,  
VICTORIA DISPENSARY,  
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

R ASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MEETINGS and Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 15th March, 1897. [83]

TO SUBSCRIBERS.

SUBSCRIBERS TO THE HONGKONG TELEGRAPH ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.



A. S. WATSON & CO.,  
LIMITED.

MANUFACTURERS OF

AERATED WATERS.

AERATED WATER of our manufacture are sold throughout the world on account of their excellence.

ABSOLUTE PURITY is guaranteed. The best materials only are used.

THE PRICES are only half those charged in England.

WATERS MANUFACTURED BY US are acknowledged by the leading English makers to be equal to those of their own production.

SIR EDWARD, FRANKLAND, K.C.B., D.C.L., F.R.S., F.C.S., &c. the greatest living authority on Water, reports as follows:—In the water as prepared and used by us in our manufacture:—

"It possesses an extremely high degree of organic purity and is of most excellent quality for drinking."

A. S. WATSON & CO., LTD.  
THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

Hongkong, 15th June, 1898. [7]

BIRTH.

At 10, Knutsford Terrace, Kowloon, on the 15th instant, the wife of A. RICHIE, United Advertisers Oriental Agency Limited, of a daughter.

T HE Company's Steamship

"CHANGSHA."

Captain Williams, will be despatched to MORROW, the 16th instant, at 5 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 15th July, 1898. [83]

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR FOOCHOW.

THE Company's Steamship

"CHANGSHA."

Captain Williams, will be despatched to MORROW, the 16th instant, at 5 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 15th July, 1898. [83]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"HECTOR."

Captain Barr, will be despatched as above on TUESDAY, the 19th instant.

For Freight, apply to

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 15th July, 1898. [83]

FOR YOKOHAMA.

THE Steamship

"TAMSUI MARU."

will be despatched as above on WEDNESDAY, the 20th instant.

For Freight, apply to

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 15th July, 1898. [86]

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR PORT DARWIN, QUEENSLAND  
FORTS, SYDNEY, LAUNCESTON AND  
MELBOURNE.

THE Company's Steamship

"CHANGSHA."

Captain Williams, will be despatched on SATURDAY, the 23rd instant, at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 15th July, 1898. [84]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"PATHAN."

will sail on the 27th July, 1898.

S.S. "SIRH" ..... about 13th Aug., 1898.

S.S. "ARGYLL" ..... 31st Aug., 1898.

S.S. "MACDUFF" ..... 15th Sept., 1898.

S.S. "GHAZEE" ..... 30th Sept., 1898.

For Freight or Passage, apply to

DODWELL, CARLILL & Co.,  
Agents.

Hongkong, 15th July, 1898. [83]

ly with some one else to whom he has to apologise, while the cause of the trouble is gall speedily on well out of hearing of the mitered maledictions heaped upon his heedless head.

a Government Law, advice is said to have reached the Government from London to that effect.

THE BRITISH NAVY AND JAPANESE OFFICERS.

TOKYO, July 6th.

Admiral Fitzgerald, the Commander of the British Squadron on the China station, to-day entertained a dinner on the *Grafton*, at Yokohama, Marquis Saigo, Admiral Ito, and a number of Japanese naval officers. Sir Ernest Satow, the British Minister, was present.

Marquis Saigo has invited to dinner at his villa at Maguro, to-morrow, Admiral Fitzgerald, Sir E. Satow, and the captain and other officers of the *Grafton*, his invitation even including some of the blue jackets.—*Robt Chronicle*.

WEATHER REPORT.

The Observatory report to-day says:—On the 13th at 11.30 a.m.: The barometer has risen in S. China, fallen in the extreme North. The small depression seems to have entered the coast to the N. of Foochow during the night. Another depression is, this morning, passing from the continent into the N. part of the Sea of Japan. Gradients slight for S. winds on the S. coast. FORECAST:—Moderate S. winds; mostly fair, but probably some showers.

LOCAL AND GENERAL.

STEALING sixty copper cents, to-day resulted in a coolie going to gaol for twenty-eight days.

For carrying a revolver without a licence a Chinaman was to-day fined \$50 or two months.

INSPECTOR Reddie had 8 cockpit cases before the Police Magistrate to-day and fines of \$5 to \$10 were inflicted.

A CELESTIAL of the nondescript class was imprisoned to-day for six weeks for stealing a carpenter's metal watch.

A COOLIE was to-day sent to gaol for a month for stealing a camphor-wood box, the property of a Queen's Road carpenter.

A TELEGRAM dated Adelaide June 23rd in an Australian paper says:—Reisza is watching the Philippines with a very jealous eye! (1)

A COOLIE was to-day sent to gaol for three months for entertaining a house, breaking open a box, and stealing a quantity of clothing.

For having four ticals of opium unlawfully in his possession a coolie was to-day sent to prison for six weeks, unless he pays a fine of \$50.

A CHINAMAN was to-day charged with having 50 catties of ice illegally in his possession, and Capt. Hastings, fined him \$5, in default six weeks.

INSPECTOR Duncan had an offender under the Kerosene Ordinance before Captain Hastings to-day and a fine of \$10 imposed six weeks.

ANOTHER big batch of rogues and vagabonds figured at the Magistracy to-day, P. C. McHardy being responsible for their majorities. They were sent to prison for six weeks.

The Hon. E. R. Bellios and Mrs. Bellios desire, through our medium, to gratefully acknowledge the numerous expressions of sympathy they have received in their recent bereavement.

In a police court case reported yesterday in the *Telegraph* the lady who summoned Mrs. McRae was laudably described as being Mrs. Johnstone, whereas it should have been Mrs. Baron.

The P. & O. mail steamer *Coromandel* transferred at Hongkong to the same Company's *Yankee* for Kobe, £750,000 in gold bars for the Japanese Government. The metal is supposed to be for supplementing the gold currency of Japan.

PENNY OCEAN POSTAGE. The Duke of Newcastle announces the establishment of penny postage between Great Britain, Canada, Newfoundland, the Cape and Natal, also between Great Britain and any of the Crown Colonies desirous of joining.

RE-OPENING OF THE DREYFUS CASE. In the French Chamber, the Minister for War's declaration that Capt. Dreyfus was undeniably guilty, led to a re-opening of the whole controversy and to the arrest of Major Esterhazy.

(From Japanese Papers.) THE POWERS AND THE PHILIPPINES. TOKYO, July 6th.

In case the United States annex the Philippines, Russia and France are prepared to enter a protest.

THE GREAT DUKE KURIL HAKODATE, July 6th.

The Russian war-ship *Rossia*, with the Grand Duke Kull on board, arrived here at 4 p.m. yesterday. His Highness came ashore for a short time. The *Rossia* proceeded to Yokohama last night.

TOKYO, July 6th. The Grand Duke Kull is expected to arrive at Yokohama on the 8th inst., proceeding to Tokyo by 10.30 a.m. train. All the Ministers of State will meet him at the Shimbashi Station where the members of Tokio's Municipal Assembly will also gather. The Emperor will receive the Russian prince at 4 p.m.

RAISING OF THE "FUSO" TOKYO, 6th July.

The cruiser *Fuso*, which foundered at Nagasaki, Iyo, last year, was successfully raised last night. The hull seems to have suffered no serious damage.

AFTER A SENTENCE OF THREE MONTHS. TOKYO, 6th July.

Captain Ueda has been appointed Harbour Master in the Sasebo Port Admiralty.

Captain Ueda commanded the *Fuso* at the time of the collision which resulted in her foundering. He was recently condemned to imprisonment for three months as a punishment for the loss of the cruiser. His appointment happens to coincide with the raising of the vessel.—*Ed. K. C.*

RUMOURS ABOUT LOANS. TOKYO, July 6th.

The demand for money in the London market is at present very small. The Japanese War Loan Bonds stand comparatively high, their price being about 14c. The present being considered the most opportune time for floating

On the Fourth of July a large number of British and American residents at Tientsin met together at the United States Consulate and despatched a congratulatory telegram to Admiral Dewey via Hongkong. Among the guests was the new Minister for the United States Mr. Conger, who was accorded a splendid reception at Tientsin.

THE REBELLION IN SOUTH CHINA.

The Hongkong Canton and Macao Steamboat Co's. Hongkong-Canton liner *Honam*, Captain W. S. Gaggin, passed on her way down to Hongkong to join the Chinese cruiser *Hao-jo*. The *Hao-jo* is from Swallow and she has on board 1000 "braves" who are being buried to the front, near Macao.

This lot of soldiers is presumably the remnant of the 1,500 dispatched from Canton about six weeks ago to quell the rebellion there.

LESSONS OF THE WAR.

FROM THE NAVY LEAGUE JOURNAL, JUNE, '98.

The war has now been in full progress for five weeks, and it is already possible to learn some important lessons from the operations. The first is the essential necessity of keeping touch with the enemy's battle-fleet. It is probable that the United States' last cruisers were unready and unprepared at the commencement of hostilities, and whilst they were coaling ship and drilling their green crews Admiral Cervera slipped out to sea. Noting the bewilderment which has resulted in America, we should ask whether our navy could be caught thus unprepared. Supposing to-morrow war broke out between England and France, where are our fast cruisers to proceed? Instantly to Cherbourg and Brest? The answer is that they are in the deck-ards, without crews, in many cases without coal and ammunition, and hours or days must elapse before they can be on their stations. Is it not the first lesson of the war that we should always have in the channel a squadron of four or more fast cruisers in commission? It is at least doubtful whether the eighteen destroyers of the instructional flotilla could carry out the work of watching and destroying an enemy who had cruisers.

The second lesson is the immense importance of scouting. Sir G. Clarke, in an admirable and timely article, in the *Naval Annual* for 1898, has investigated the methods of searching for an enemy. Let us hope that due attention will be paid to his arguments. "We alone," he writes, "neglect to include applied naval science in our system of naval education. Such neglect is dangerous." This remark is in entire consonance with the paragraph on "Battle-training" in the *Naval League* confidential memorandum, issued six months ago. We must study scouting and the methods of search for an enemy practically and on a large scale. Our recent manoeuvres have imposed time limits, which reduced the operations of the contest flag-fleets to a simple race, and produced a very unreal impression. We want to stimulate actual war as clearly as possible, and not to get away from its conditions and problems.

The third lesson is taught by the terrible slaughter of the defeated at Manila. We must have our gunnery up to the mark, and for that end should spend no expenditure of ammunition in target practice. Fire should be offered by our rulers and by the Admiralty. The ships which do the best, and warm personal interest should be shown. It is good gunnery that battles will be won and the sacrifice of British life diminished. Every reasonable distinction and a substantial increase in pay might well be granted the captains of guns. If report can be trusted, the shooting of our fleet is not what it should be. This is a peril, should the report be true, which cannot be minimized. Heeded to have ten ships manned by gunners who can hit the target, these twenty manned by seamen who will waste ammunition. Moreover, we shall see that our sailors are not sent out to battle in ships with much combustible wood about them, or behind guns which are out of date. Once more we repeat Bismarck's wise and humane words: "If we are obliged to stake the blood of our people against our enemies in the field, then we are bound to provide them with the best weapons of attack and defence which money can procure." And if this policy is not carried out the nation will hold authority responsible.

It should not escape our notice that the coal supply of the new Russian ships is greater than that of our British battle-ships. The *Perseverance*, for instance, can carry 2,100 tons of coal to our *Formidable*'s 1,850 or 1,900 tons. They are rather worse armed, but are 2,000 tons lighter and are well protected. According to Bristow, the coal storage of our new armoured cruisers is only 800 tons at normal draught. The public is beginning to ask why *Elswick* can compete in coal supply, terrific battery, and phenomenal speed, whereas our cruisers are for their size amongst the worst armed in the world. It is possible that we combat our vessels too much with heavy reserve stores. In this connection an able American officer suggests that these things should be relegated, as of old, to store-ships, and that the weight saved should be devoted to guns and armour. This point is well worth attention.

BRITISH GUNNERY.

A recent and very remarkable article in the Naval and Military Record calls attention to the exceeding badness of the target practice in the Mediterranean fleet. The following figures are given:

Calibre.	Rounds.	Hrs.	Per cent of Hrs.
13.5-in. 8.1	174.....	35.....	20
10-in.	39.....	17.....	43
9.2-in.	10.....	10.....	21.7
6-in.	13.....	0.....	0
5-in.	66.....	15.....	22.7
6-in. q.f.	566.....	115.....	20
6-in. (conv.)	99.....	26.....	25
4.7-in. q.f.	482.....	141.....	29.2

During the overhaul of the St. George in dry dock over 10 lbs. weight of live eels were found inside the casing of the port propeller near the bosses.

THE FOOD SUPPLY OF GREAT BRITAIN

The following figures are from Mr. R. B. Marston's *War, Finance, and Food Supply*. They are taken by him from the *Corn Trade Year Book*, and refer to the year 1897-98:

Quarters.	Wheat grown at home	Wheat imported	Total import of wheat and flour
.....	7,583,000	10,078,000	17,661,000

The principal items in the total imports are as follows:

Grown within the Empire:

Quarters.	India	Canada	Australia
.....	1,497,000	1,077,000	988,000

Supplied by Great Powers whose friendship is doubtful:

Quarters.	The United States	Russia
.....	10,920,000	5,400,000

The balance comes from Argentina (5,843,000 quarters) and other weak naval Powers: some also from Germany.

DELICIOUS.

The loss of H.M.S. *Collingwood* is reported in the *Brussels*, and is ascribed to the following singular cause: "Not only her engines, but also her hull have been almost entirely eaten by rats, which infest her, and which have defecated every attempt to extirpate them. In vain have cats and dogs been introduced on board. The rats have eaten those enemies of their race and have methodically pursued them along—the

destruction of the ship. The rule is such that the *Collingwood* can only be used for kindling wood in the dockyards!"

LORD CHARLES BURFORD ON THE NAVY.

Another point for which he had fought for many years, and which he hoped yet to carry by the help of the Navy League, was in reference to the vessels in the reserve. At this moment we had forty-six vessels in commission or reserve armed with muzzle-loading guns. There was no nation in the whole world that had got any vessels armed with muzzle-loading guns except ourselves. Another important question was that of the reserve. We ought to have a reserve of 75,000 men for the fleet, but we had only got 23,000. A certain proportion of these were fishermen, whom we could get at once, but the larger proportion were serving in the mercantile marine. When they came to consider how few British seamen there were in the mercantile marine, how was it possible they were to man their military ships in time of war? The duty of the Navy was to run the mercantile marine in time of war to bring over food, raw material etc. We should require to keep it manned by British seamen, because the mercantile marine would be denuded of the foreigners who now formed the predominant number in the ship's company. What they wanted of a reserve man was that directly he went on board a ship it's the fighting line he would go to his billet at once and know how to carry out the orders given to him, and that he knew how to fire a gun. The audience would hardly credit it, but a large number of these reserve men had never seen a gun fired at all. Not one of the reserve ships or one of the battleships had a modern 6-inch quick-firing gun. In it. Most of them had obsolete guns, which the naval reserve man would see if he went on board a fighting ship. The men these men were trained with were the 6-in. muzzle-loader, the 9-in. and 7-pdr. field-pieces, and 1-inch Nordenfeldts, none of which guns existed in the British Navy. That seemed a curious way of training men to be ready for any sudden emergency.

He also pointed out the importance of providing fast and properly equipped colliers for the fleet, and of having workshop ships, so that injuries received in action might be at once temporarily repaired.

GERMAN YARM.

THOSE IGNORANT TEUTONS

One of the consequences of recent German naval development will be an increase of the number of naval officers from seven hundred and sixty to 1,150 in 1898, and a still greater increase is that of non-commissioned officers. The number of the Army officers ordered into the Navy for temporary service is considerably greater than in other countries, for the German authorities seem to attach more importance than others to the acquisition of a thorough knowledge of naval tactics and coast defence by Army men. It seems intended to form a so-called General Staff for combined military, naval tactics and strategy, partly consisting of officers who distinguished themselves at the Academy of War, and are to do duty in the Navy for seven months.

NAVAL EXPENDITURE.

According to the German official figures, the Naval expenditure of the Great Powers per ton of shipping is as follows: Japan, 75c.; Russia, 105c.; France, 81s.; Italy, 53s.; the United States, 30s.; Germany, 19s.; and Great Britain, 12s. These figures, however, do not prove much. It may be granted that a good case has been made out for an increase in the Germany Navy.

ADDITIONS TO THE AMERICAN NAVY.

The designs for the four new monitors called for by the Naval Appropriation Bill have been determined upon by the Naval Board of Construction. Their displacement will be about 2,500 tons on a draught not to exceed 11 feet. They will be furnished with watertube boilers and twin-screw engines of 2,500 horse power, which will be expected to drive the monitors at 12 knots under natural and 13 knots under forced draught. They are to be furnished with a single tunnel and a fighting mast. The tunnel will be carried well forward clear of obstructions. It will be protected by 12 inches of Harveyized steel, and within it will be two of our latest pattern 10-inch rifl. On a superstructure deck amidships will be placed several 4-inch rapid-fire guns and a numerous battery of 6 and 12-pdr. and machine guns. The new monitors will sit low in the water, having a freeboard of only 20 inches, and as the belt armour will consist of 12 inches of Harveyized steel, the new vessel will be very difficult objects for the enemy to hit and disable. The small draught of 11 feet will enable them to navigate shallow channels and shoals in our harbours which would be impossible to the deep draught sea-going craft of the enemy.

It will be seen that the new monitors will be 1,500 tons smaller than the *Terror*, *Amethyst* and *Montgomery* and 3,600 tons smaller than the *Porter*. Their speed will be about 12 knots greater than the first named boats and about the same as that of the *Porter*. They will carry only half the number of heavy guns, but their broadsides, light draught and powerful secondary batteries and general top-plate efficiency will render them vessels less powerful than the ships of the *Terror* class.

SHIPS PAINT.

A ship bottom paint consisting of seaweed, which, while green and moist, is ground with oil and mixed with litharge, lead-acetate, turpentine and linseed oil, has been patented in England, says the *Farben Zeitung*. The coating is said to be not only a good protection against adhering of shells, but also prevents worms from entering wooden ship bottoms or any wooden submarine constructions. The mode of manufacture is as below:

Into a certain quantity of linseed oil, say 48 litres, put 1 pound of litharge and 1 pound of sugar of lead and boil for five hours at 600 Fahr. Now bring this mixture to the right painting consistency with turpentine and add 1/2 liter of seaweed which has been ground in oil, in the green and wet condition, as gathered on the shore. For coloring, various substances, such as other, etc., may be added, whereupon the paint is ready for use.

PROTECTION AGAINST THE TARNISHING OF SILVER WARE.

All silver ware as well as plated glass are liable to tarnish, if not used for some time, especially if coal is burned in the house or in the neighbourhood, because the sulphur contained therein blackens the silver. Earlie protection from the tarnishing can be had, however, according to the *Duisburg-Maerz Zeitung*, by first slightly warming the silver and then coating it, by means of fine brass, with colloid strongly thinned with alcohol. This coating dries at once and forms a very thin transparent as well as invisible covering, which protects the silver completely and may be removed, if necessary, with hot water. In the English stores this method has been employed for a long time, to save the silver ware in the shop windows from tarnishing.

ACQUITTED AFTER A YEAR'S IMPRISONMENT.

We reproduce the following paragraph from the *Japan Times*:

"Mr. Seitchi Kojima, who has been under custody of the Police during about a year, on the suspicion of his being an accomplice to the late Gikan Yoshikawa of the Nippon Teitoku Kaihatsu, who embezzled a sum of 60,000 yen belonging to the company, was acquitted a few days ago at the Tokyo Court of Appeal. He will be said, institute an action for damages against the company."

That paragraph should be given as wide a circulation as possible. It forcibly illustrates the danger, to which any foreigner may be exposed a year hence, not on account of deficiency in the law, which contains a number of provisions relating to bail, but because it is the practice of Japanese judges to ignore such provisions. The negotiators of the Treaties appear to have considered the law as expressed on paper, and to have ignored the practice of Japanese Courts, else they would scarcely have allowed their nationals to become subject to a jurisdiction under which it is quite a common thing for men and women to be imprisoned for months, and sometimes even a year, without trial, and sometimes without due thought to my best between them.

"Other Japanese would be sick and weary and strain until I was quite sick. Then, again, a pain would take place in the stomach and out through me like a knife. I had a dry, hacking cough which never left me, and I sweated terribly at night. The cough was so bad that I often had to lie on my sides when I had spells of it."

"Nearly every bit of flesh went off my bones, and I got so weak I couldn't put my foot to the ground. People said I was in a consumption, and I had a bone of getting better. I was so nervous that the least noise would startle and upset me. Those who called said it was pitiable to see the condition I was in."

"I saw two doctors who gave me medicine, but I only got worse and worse. At the end of October (1897) I came by a small book telling about Mother Seigel's Curative Syrup and, not knowing what else to do, I sent it to Mr. Baxter, the druggist, Brooklyn, and got a bottle. After I had taken it but a few days I was better. I could eat something, and it stayed on my stomach, and the pain was less severe. As I took doses after dose of the Syrup the improvement went on, all the bad feelings abated, and I gained strength. It wasn't long before the cough was quite gone, and I was well and strong as ever."

"After my recovery, a neighbour said to me, 'Mrs. Redhead, you have made my heart and many a time when I saw you so bad!'

"'Thank you,' I replied. 'I was sick enough myself, but Mother Seigel's Syrup has made me glad again, for it has given me back my good health.'

"And in thankfulness for it I am very willing you should publish what I have told you. (Signed) Mrs. Mary Jane Redhead, 78, Peter Street, Blackburn, April 4th, 1898."

We congratulate Mrs. Redhead, and tender our regards to the kind-hearted neighbour who was so sorry for her. But what a pity that Mrs. B. didn't know in August what she learned in October—namely, that her disease was indigestion and dyspepsia, and that Mother Seigel's Syrup is a cure for it; some folks say the only cure. Well, we suppose she had to wait her turn to find that out. There's a deal of mystery about those things.

Anyway, she knows now, and the printing of her story will enable lots of other sufferers to begin where she left off. They won't take the Syrup as she did, not knowing what else to do, but they will take it the very day they fall ill, knowing that to be exactly the right thing to do—*Advt.*

To distribute \$10 per share on

600 shares ..... \$1000.00

To carry forward to next Account \$6,014.53

\$36,014.53

which I hope will meet with approval.

J. WHITLAW,  
Liquidator.

Hongkong July 12th, 1898

N O T A N D A .

C A L E N D A R .

J U L Y .

Meteorological means based on ten years' observations to 1893.

Barometer ..... 29.73

Thermometer ..... 81

Humidity ..... 83

Rainfall ..... 15.98

T O - D A Y .

W E A T H E R R E P O R T .

On date at On date at

10 A.M. 4 P.M.

Barometer ..... 30.84 29.70

Thermometer ..... 86 86

Humidity ..... 71 71

Rainfall ..... 0.02

T O - M O R R O W .

Friday, 15th July, 1898.

Chinese—16th of 6th moon of 25th year of Keng-sze.

Jewish—15th Tammuz, 5657.

Mohammedan—14th Saphar, 1315.

Sun—Rising ..... 5hr. 25m.

Sets ..... 8hr. 15m.

High water—Morning ..... 9hr. 17m.

Afternoon ..... 11hr. 40m.

Low water—Morning ..... 8hr. 27m.

Afternoon ..... 4hr. 58m.

## Intimations.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
RIJOUN MARU	SEATTLE, WASH. U.S.A., VIA KOBE	SUNDAY, 17th July, at Daylight.
A. E. Moses	YOKOHAMA	
HAKATA MARU	MARSEILLES, LONDON and ANTWERP, via SINGAPORE	TUESDAY, 19th July, at 4 P.M.
F. L. Sommer	Port Said	
OMI MARU	PEKING, COLOMBO and PORT SAID	MONDAY, 25th July, at 4 P.M.
C. Young	NAGASAKI, KOBE & YOKOHAMA	
YAMASHIRO MARU	THURSDAY ISLAND, PORT DOUGLAS, TOWNSVILLE, MACKAY, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 29th July, at 4 P.M.
J. Jones	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	TUESDAY, 2nd August, at 4 P.M.
INADA MARU		
W. Balbridge		

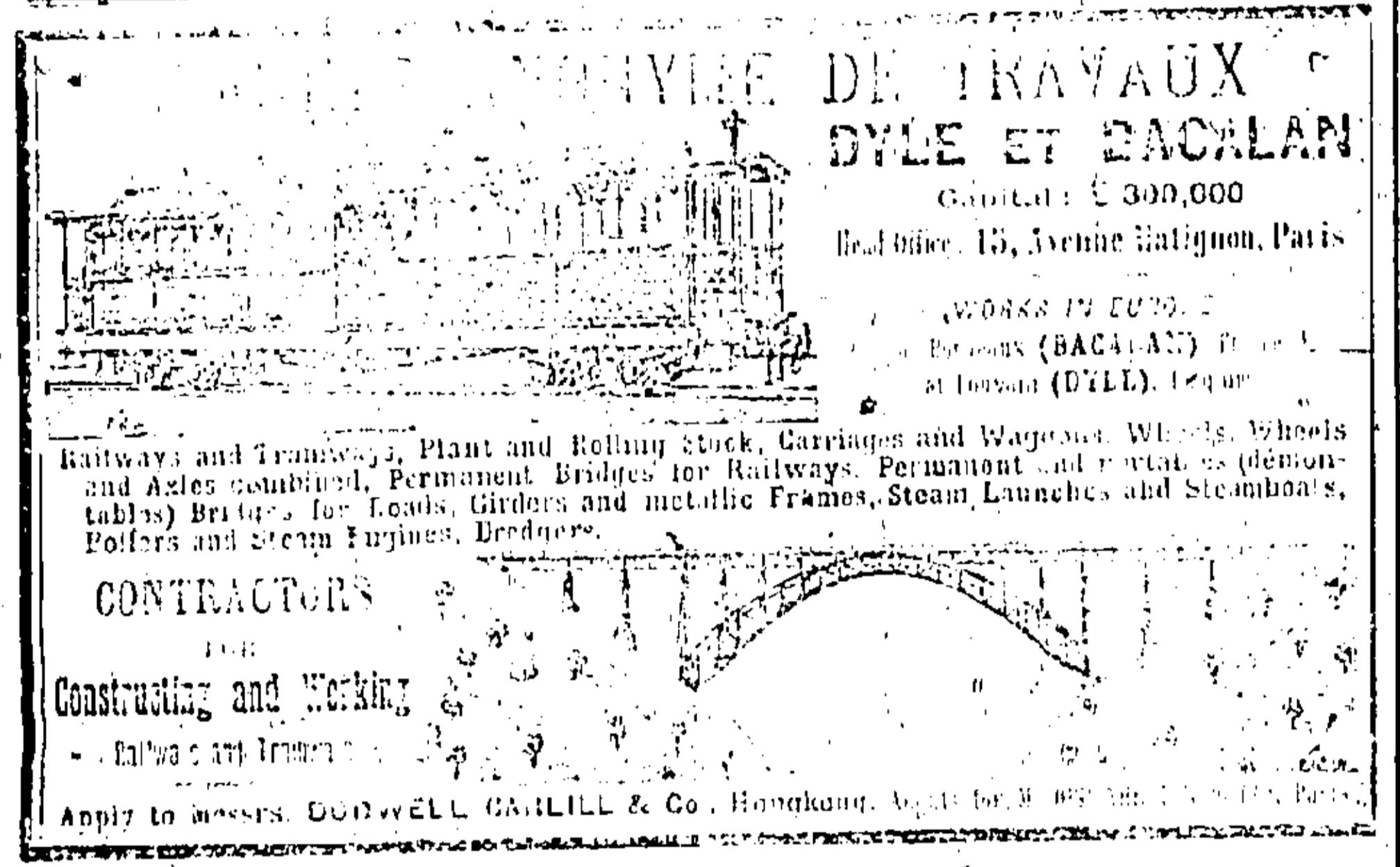
Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,  
Manager.

Hongkong, 14th July, 1898.

[6]



## TEETHING BABIES

need lime for the teeth. All children need lime for a healthy formation of the growing bones. Curvature of the spine, bow legs, and soft bones do not have enough lime. When children are thus they need material for making flesh.

## Scott's Emulsion

contains lime, and also the very essence of rich blood and healthy flesh. It has a remarkable effect on babies and children, insuring a healthy growth. The problem is simple. Scott's Emulsion contains the actual elements of food in an easy form for digestion and assimilation. Try it.

Sole Agents for Hongkong and the Empire of China:—WATKINS & Co., Hongkong.

## THE NEW FRENCH REMEDY.

## THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricard, Rostan, Robert, Velpau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of sticture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, plethora, scrofula, blisters, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the detriment of the sufferer's teeth and skin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, wants of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured at 2/0 and 4/- per package, of the principal Chemists and Merchants throughout the world. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package, by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila.

[56]

## SERRAVALLO'S FERRUGINOUS QUININE.

THE GREAT AUSTRIAN TONIC OF PERUVIAN BARK AND IRON.

Over 300 Medical Certificates notifying its great STRENGTH-GIVING PROPERTIES and at the same time being of an

EXQUISITE TASTE.

Sole Agents for Hongkong:—A. S. WATSON & Co., Hongkong, 1st September, 1898.

[37]

## Shipping.

## STEAMERS.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY. (UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM TO SHANGHAI AND KOBE.

THE Company's Steamship

"MARIA VALERIE."

Captain A. Feller, will leave for the above

places TO-MORROW, the 16th instant, A.M.

For Freight or Passage, apply to

SANDER, WIELER & Co., Agents.

Hongkong, 15th July, 1898.

[1840]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SOUTHERN CHINA AND SAMARANG.

THE Company's Steamship

"FAUSANG."

Captain M. Goncar, will be despatched as above

TO-MORROW, the 16th instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHEWS & Co., General Managers.

Hongkong, 15th July, 1898.

[1841]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON—VIA STRAITS.

(Taking Carve through rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"MOVUNE."

Captain R. Conrad, will be despatched as above

TO-MORROW, the 16th instant.

For Freight, &c., apply to

HOLLIDAY, WISE & Co., Agents.

Hongkong, 15th July, 1898.

[1842]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY and FOOCHOW.

THE Company's Steamship

"THALEAS."

Captain Bathurst, will be despatched for the above Ports, on SUNDAY, the 17th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS YAPRAIK & Co., General Managers.

Hongkong, 14th July, 1898.

[1843]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG and SOUTHERN CHINA.

THE Company's Steamship

"HUPEH."

Captain Quail, will be despatched as above

MONDAY, the 18th instant, at Noon.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th July, 1898.

[1844]

CHINA NAVIGATION COMPANY, LIMITED.

FOR NINGPO.

THE Company's Steamship

"TAMSUI."

Captain Moore, will be despatched as above

ON TUESDAY, the 19th instant, at Noon.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th July, 1898.

[1845]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHANGSHA."

Captain Williams, will be despatched on

SATURDAY, the 23rd instant, at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer.

The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company

to and from AUSTRALIA are available for return by the Steamers of the EASTERN and AUSTRALIAN S.S. Co. and *etc. &c. &c.*

WEBSTER'S DICTIONARY.

At the office of the Hongkong Telegraph you

can see, and procure for SIX DOLLARS, a Copy of the Webster's Dictionary, the latest and most emphatic proof that *Labor omnia videntur.*

Hongkong, 22nd September, 1898.

[1846]

## TAKE NOTE

It is UNIVERSALLY ADMITTED THAT TO indicate the exact use of words, no DICTIONARY can compare with the New Edition of

WEBSTER'S DICTIONARY.

At the office of the Hongkong Telegraph you

can see, and procure for SIX DOLLARS, a Copy of the Webster's Dictionary, the latest and most emphatic proof that *Labor omnia videntur.*

HONGKONG, 22nd September, 1898.

[1847]

## Shipping.

## STEAMERS.

FOR HAVRE AND HAMBURG.

Taking Cargo at through rates to ANTWERP,

AMSTERDAM, ROTTERDAM, LIEGE,

PORTO, LONDON, LIVERPOOL, BREMEN,

NORTH & SOUTH AMERICAN PORTS.

THE Company's Steamship

"IRENE."

Captain Schüller, will be despatched for the

above Ports on MONDAY, the 18th instant.

This Steamer has Superior Accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight, apply to

CARLOWITZ & Co., Agents.

Hongkong, 9th July, 1898.

[1848]

FOR NEW YORK.

THE 1<sup>st</sup> & 2<sup>nd</sup> Norwegian Bark

9/6.

"PRINCE ARTHUR."

Captain Olsen, having arrived will load here for

the above Port, and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBERG & Co., Agents.

Hongkong, 12th July, 1898.

[1849]

FOR SAN FRANCISCO.

THE 1<sup>st</sup> & 2<sup>nd</sup> British Ship

"HAWTHORN BROWN."

Grieg, Master, now loading here for the